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AVIATION OCCURRENCE BULLETIN

DATE: 20TH MAY 2019
REPORT # AO-18-000026
AIRCRAFT REGISTRATION: N886TS
INVESTIGATION STATUS: COMPLETED

SUMMARY

Occurrence Bulletins are concise reports that detail the facts surrounding an aviation occurrence, as received in the initial notification and any follow-up enquiries. They provide an opportunity to share safety messages in the absence of a full investigation.

Released as required, the Bulletin provides a summary of the less-complex factual investigation reports conducted by the AAIA. The results, based on information supplied by organizations or individuals involved in the occurrence, detail the facts behind the event, as well as any safety actions undertaken. When applicable, the Bulletin also highlights important Safety Messages for the broader aviation community, drawing on earlier AAIA investigations and research.

GENERAL DETAILS

General details			
Date:	14 th October 2018	Investigation status:	Completed
Time:	11:45 AM (1545 UTC)	Investigation type:	Occurrence Investigation
Location	New Bight Cat Island (MYCB)	Occurrence type:	Runway Excursion
State:	Bahamas	Occurrence category:	Accident
Report status	Final	Highest injury level:	None

AIRCRAFT DETAILS

Aircraft details	
Aircraft manufacturer:	Beechcraft
Aircraft model:	BE-58
Aircraft registration:	N886TS
Serial number:	TH261
Type of operation:	Private
Sector:	Piston
Damage to aircraft:	Unknown

Occurrence Summary

On the 14th October, 2018, aircraft N886TS was involved in a runway excursion after landing at the New Bight Airport (MYCB), Cat Island, Bahamas. The flight originated from Fort Lauderdale Executive Airport (KFXE) with two souls on board.

The pilot stated that he observed his landing gear indication lights all confirming gears down and locked. However, upon touchdown and during rolling out, the left main gear collapsed, leading to a loss of directional control. As a result of the gear collapse a runway excursion occurred with the aircraft coming to rest in bushes approximately 94 ft. from the runway's edge.

Significant damages to the left wing, both propellers and possibly engines, the nose and main gear, and lower fuselage of the aircraft were reported. No injuries were reported. The weather at the time of the accident was visual meteorological conditions and not a factor in this accident.

A limited scope investigation was conducted, no safety message or recommendations were issued.

